

main transmission output shaft 27 are braked or frictionally rotated at low speed, thereby moderating the engaging of the clutch. Therefore, shocking sudden change of torque is suppressed so as to smooth the speed change operation.

Please replace the paragraph beginning on page 78, line 6 with the following paragraph:

In the above construction, when the traveling direction is switched between forward and backward, a time for disengaging both of the forward traveling clutch 19a and the backward traveling clutch 19b (drawn as a hatched area in Fig. 536\$) is ensured.

Please replace the abstract on page 97, with the following abstract:

ABSTRACT

A hydraulic transmission (21) has an electric actuator (86) for changing its output/input rotation speed ratio. A controller ~~(49)~~ 90 of the actuator memorizes a command current value to the actuator supposing that load is not applied on the hydraulic transmission, and calculates a value of load applied on the hydraulic transmission by calculating a difference between an actual command current value to the actuator and the memorized command current value. A command current value is compensated based on the value of load, and the actuator receives feedback to be controlled. A vehicle may have a differential mechanism (10), which combines rotation powers on input side and output side of the hydraulic transmission. A detector (82) detects rotation speed of a main speed change output shaft (27) serving as an output shaft of the differential mechanism. If the detected rotation speed differs from target rotation speed of the shaft (27) determined based on operation of a speed change operation tool, the actuator is forcedly controlled. This difference is supposed to be caused by load applied on the hydraulic transmission, whereby the load is calculated.